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Israel Is Confronted by Political Crisis

Lavon Affair Shakes Nation Already Faced with Complex Problems

The nation of Israel today is going through a trying period. Not only are long-standing problems involving finances and relations with Arab lands still unsolved, but Israel is also confronted with a political crisis.

PINHAS Lavon, a white-haired man of 56, whose most recent position was that of Secretary-General of Israel's powerful trade-union federation, is the central figure in a dispute that has shaken the Mediterranean nation's government. The controversy led to the recent resignation of David Ben-Gurion as Prime Minister.

The Lavon affair goes back to 1954 when Egypt announced it had uncovered an Israeli spy ring in Cairo. Thirteen persons were arrested, and several of them were later put to death.

At that time, Mr. Lavon was De-

Mediterranean country. Lying at the southeast end of the Mediterranean Sea, Israel occupies most of what was once called Palestine. It stretches about 260 miles from Galilee in the north down the green, thickly populated coastal plain to the desolate Negev region near the Egyptian border. Inland, Israel is a land of arid brown soil and stony hills.

With an area of about 8,000 square miles, the nation is a bit smaller than the state of New Hampshire. Its width varies from 12 miles—just north of Tel Aviv—to 70 miles near the southern end of the Dead Sea. The latter—1,292 feet below sea level—is the lowest spot in the world.

Though Israel's climate varies considerably, it is generally hot in summer and mild in winter.

Old and new. Israel is the scene of ancient civilizations. This region has been known in history for 5,000 years, and is the birthplace of both Christianity and Judaism. Most of the events described in the Bible took place here.

At the same time, Israel is one of the world's new nations. It came into existence in 1948 when the British ended their control of Palestine. Both Jews and Arabs living in this region laid claim to it, and fighting followed. When the borders were finally stabilized, the Jews had control of about 75% of Palestine, and the area they held became Israel. The remainder of Palestine went to Jordan and Egypt.

People from 70 lands. Israel was set up as a Jewish homeland, and 90% of its people are Jews. A considerable number lived here when the region was under British control, but the majority have migrated to Israel since 1948. During the past 13 years, the population has grown from 600,000 to about 2,000,000.

Israel's immigrants have come from some 70 countries. Most of today's government and industrial leaders have European backgrounds. About half of the newcomers are from Asia and North Africa. Many of this group lack schooling and fill unskilled jobs.

To weld these newcomers with varied backgrounds, skills, and languages into one nation is no easy task. Unifying influences include the Hebrew language, which everyone is required to learn; the school system, which gives children from many backgrounds a common experience; and the army, which young men and unmarried girls at the age of 18 are required to enter for 2 years.

About 200,000 Arabs live in Israel. With several representatives in parliament, they have equal political rights. They do, however, live a generally separate existence. They have their own school system where Arabic, rather than Hebrew, is the official language, and they do not serve in the armed forces.



YOUNG NATIVE-BORN ISRAELIS are called "Sabras," since they—like the Sabra cactus—are supposed to be "tough on the outside, sweet on the inside"



DAVID BEN-GURION (left) and **Pinhas Lavon**, of Israel. Mr. Lavon has been a major figure in the "spy" controversy that resulted in Mr. Ben-Gurion's resignation as Prime Minister.

fense Minister. Apparently he was blamed for the disastrous affair, and was forced to resign from his cabinet post. He was succeeded as Defense Minister by Mr. Ben-Gurion.

Mr. Lavon insisted that he was being made the scapegoat, and was the victim of a political plot. Last summer, further information came to light, supposedly indicating that forgery and false accusations had been used to build up the case against Mr. Lavon.

A committee composed of 7 members of Israel's cabinet then reviewed all the testimony, and decided that Mr. Lavon had not been to blame in the spy-ring failure. Prime Minister Ben-Gurion felt that the committee's findings implied that he and his friends had unjustly forced Lavon out of the cabinet.

Mr. Ben-Gurion, who has been Prime Minister for 11½ of the 13 years of Israel's existence, has resigned before, only to return later. Mr. Lavon's dismissal from his labor post 10 days ago may have paved the way for Mr. Ben-Gurion's return, but feelings over the affair are still high.

The bitter dispute threatens to weaken Israel at a time when that country needs strength and unity if it is to solve the many big problems that confront it.

Per capita income of Israel's people is close to \$600 a year—considerably higher than in other Middle Eastern countries.

Supplying food. One of Israel's biggest problems is to supply enough food for its expanding population. About 18% of the land is cultivated, and approximately one-fourth of the tilled area must be irrigated. Today the country is providing nearly three-fourths of its own food as compared to 40% about 10 years ago.

Israel's orange groves produce the highest yield in the world, and furnish the nation's leading export. Other crops include cotton, sugar beets, wheat, and barley. Last year farm production went up by about 10%.

Factory growth. Israel aims to become the industrial center of the Middle East. Small factories turn out a wide variety of products: textiles, electrical appliances, glass, chemical goods, and so forth. Steps are being taken to produce nuclear power.

For the most part, raw materials must be obtained from other lands. Skilled Israeli workers process these materials and the finished products are sold abroad. For example, rough diamonds are imported in large quantities, are cut and polished, and then sold to buyers in other countries.

Mineral resources found in Israel include potash and phosphates (used in fertilizers), bromine (used in dyes),

(Concluded on page 6)

Government Acts to Increase Flight Safety

Federal Aviation Agency Adds New Rules for Airways Operations

A Senate committee is making a new study of aviation safety this week (beginning February 20). Headed by Senator Mike Monroney, Democrat of Oklahoma, the committee will try to establish causes of some recent tragic plane crashes. It will also consider what new laws may be needed to regulate airways travel.

AS Uncle Sam's policeman of the air, the Federal Aviation Agency (FAA) faces an increasingly hard job this year—and probably for the next 5 to 10 years. The reason is that air travel has grown at a startling pace while there has been a lag in supplying adequately equipped airports and mechanical devices needed to ease the risks of flying.

Two years ago, after an alarming series of crashes, Congress set up FAA to replace an earlier agency. Air Force General Elwood Quesada was first Administrator of the new organization. He resigned this year and was succeeded by Najeeb Halaby (see page 4 sketch).

Since it began operations in 1958, FAA has laid down numerous new regulations for maintaining safety. The rules have affected operators of the big airlines, owners of private planes, and pilots. All these groups are naturally concerned with the need for flights without danger of accidents.

Despite their sincere interests in risk-free aviation, members of these groups often engage in controversy

in test cases, but debate continues.

ALPA argues that there is no medical evidence to justify barring all pilots of a single age group, and that doing so unfairly deprives them of their regular jobs. The pilots would have retirement based on the physical condition of each man—and permit those in good health to continue flying airline routes regardless of what their age might be.

FAA holds that a limit must be fixed for pilots, even though doctors cannot say at what exact age a man becomes a hazard to safety. The air agency notes that airlines abroad generally retire pilots at 55 or 60, and that retired U. S. airline flyers still may hold ground jobs, ride ships as inspectors of training crews—or even fly private planes for industry.

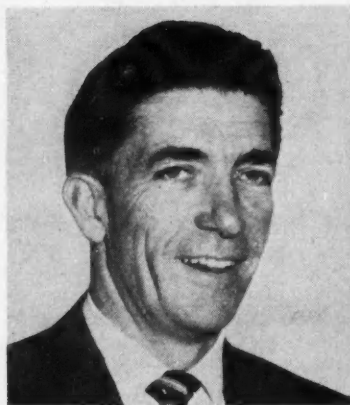
2. *During flight*, pilots are required to be regularly at their posts and to keep constant visual watch for planes that may cross their path—as well as to use radar for safety.

General Quesada told a congressional committee of the need for crew discipline and cited 2 cases to support his point. In one, an airline captain turned his aircraft over to a pilot who was not qualified to fly that particular type of ship. In the other case, the pilot of 1 plane wasn't watching; a mid-air collision was averted only because the second ship's pilot *did* have his eyes open.

Pilots argue that visual watch places a grave responsibility on them, and that window space on many planes is so small that maintaining an accurate lookout is difficult. They add that jets go so fast, 600 miles an hour, that little can be done to avoid collision in the few seconds after an oncoming ship is sighted.

Pilots also contend that it is quite justified for a pilot to leave his post at least for a "7th inning stretch"—since a second pilot remains at the helm of the ship.

3. *Air Inspections.* Members of the Federal Aviation Agency go aboard



NEW ADMINISTRATOR of Federal Aviation Agency, Najeeb Halaby (left), and the recently retired chief of that organization, Elwood Quesada



an agent occupy the observer's seat in place of the third pilot. Inspections are continuing, but the issue has not yet been fully settled.

Operators of most scheduled airlines are represented by Air Transport Association (ATA), whose president is Stuart Tipton. ATA often praises FAA, but also has differences with the air agency. Disputes concern:

1. *Ground inspections.* Government inspectors regularly check airline planes on the ground to make sure that they are being maintained properly, and the agency has tightened up on standards required.

Airline operators generally are proud of their records for keeping planes in tip-top condition, and they often delay flights to adjust engines when an engineer feels that repairs are needed. A long series of regular, scheduled checks of planes is made—and the airlines generally feel that some FAA inspections are unnecessary.

FAA does praise most airlines for high maintenance records, but feels that its inspections are necessary to stop safety violations by a minority. In support of its position, the agency asserts that certain carriers on occasion have put aircraft into the air without needed repairs and without required operating equipment.

2. *Equipment and pilot training.* Airlines are now required to install various types of new machinery and to increase training times for pilots in certain circumstances.

General Quesada says that FAA has been under fire from the airlines industry because of costs involved in meeting new regulations. As one ex-

ample, installing required all-weather radar costs as much as \$25,000. Added hours of flight training for pilots also mean added expenses.

Airlines firmly deny that they hold back on expenses needed for safety. They point out that in one year (1959), the airlines spent almost a half-billion dollars for maintaining aircraft. That sum represented more than one-fourth of all the airlines' expenses for 1959. The airlines assert that they are always ready to add equipment that can increase safety. Many operators feel that their present pilot-training programs are good—and that added training is not necessary.

Private plane owners. They include flyers of planes not on regular schedule that are used for pleasure, business and agriculture. The government has laid down new requirements for them, and this has led to disputes with Aircraft Owners and Pilots Association (AOPA) and its president, Joseph Hartranft. The differences involve:

1. *Medical examinations.* For some years past, student pilots and private plane owners could go to their family doctors for examinations in order to get flying licenses. They must now go to FAA-approved physicians, as airlines pilots have done for years.

AOPA maintains in general that the examinations are routine and can be done by any doctor, that the new order discriminates unfairly against family physicians, and that going to a doctor approved by the air agency often causes unnecessary travel expense for persons seeking aviation licenses.

The aviation agency says that air science has developed new methods of testing applicants for licenses. If family doctors adopt the new methods and otherwise qualify, the agency asserts, they can be permitted to make examinations. FAA feels that it must use only doctors under its supervision to maintain its standards.

2. *Training.* Federal regulations now require that private pilots take instruction in flying on instruments and that they become familiar with the radio for communications and navigation.

The private pilots' association has generally opposed several regulations as arbitrary. Some of the flyers argue that they are responsible only for themselves and those who travel with them, and that any risks they may take are their personal business.

The Federal Aviation Agency main-



SENATOR MIKE MONRONEY, Oklahoma Democrat, head of a Senate group that is making a study of air safety

with FAA. Some charge that the air agency is dictatorial and arbitrary. FAA's reply is that it must take strong action, especially in emergencies, and that it does so under powers granted by Congress.

Most of the disputes of the past 2 years still exist. The present Senate committee investigations may lead to new laws in an effort to solve them. Following is a review of the FAA differences with various groups in the airlines business.

Pilots of most leading U. S. airlines are represented by Air Lines Pilots Association (ALPA), with Clarence Sayen as president. Some of ALPA's grievances are:

1. *Retirement of pilots* from airlines flying at age 60. FAA now requires this as a safety measure, and its ruling has so far been upheld by courts



S. G. TIPTON, who is President of the Air Transport Association

airliners whenever they wish to check the efficiency of crews. An observer's seat is provided for them.

However, a controversy developed when some airlines agreed with the pilots' union to add a third pilot to crews. This added flyer was allotted the observer's seat. The government was notified that there was no longer room for the inspectors.

FAA insisted upon its right to have



CLARENCE N. SAYEN, President of the Air Line Pilots Association

tains that this group of flyers—as well as others—need aids to avoid mid-air collisions and accidents during landings. The private pilots, it is contended, are responsible to the public generally as well as to themselves—and FAA notes that many within this group agree with that view.

The 1960 air record gives an idea of the need for improvements in air safety. Deaths of passengers and crews in U.S. domestic aviation numbered 1,214 last year (exclusive of military losses and persons killed on the ground by falling planes and debris).

Of the above total, regularly scheduled airlines accounted for 364, including 327 passengers and 37 crew members. The total was 138 higher than in 1959. The fatality rate was one per 100,000,000 passenger miles flown, the highest since 1952. The December crash of a DC-8 jet and a Constellation over New York City's Staten Island took 134 lives and was the worst in commercial aviation's history.

Private planes used for industry, farming, and pleasure accounted for 850 deaths (estimated) in 1960 accidents. This was at a rate of 20.6 fatalities per 100,000,000 passenger miles flown.

Thus, on the basis of figures for passenger miles flown, travel on regularly scheduled airlines is 20 times safer than in private planes. Also, it should be pointed out, a passenger on a regular airline is usually about 7 times safer than he would be in his own car.

Although the 1960 accident record was not good, it should be emphasized that flying on regular commercial airlines is one of the safest means of transportation. Nearly 60,000,000 persons demonstrated their faith in aviation last year by flying on U.S. domestic airlines.

In the future, flying will become safer than it is now with new instruments, bigger airports, and other aids. The Federal Aviation Agency is even planning to meet the needs of planes that may carry passengers at speeds of 2,000 miles an hour by 1970. Even before then, automatic equipment of many kinds will be available.

A new type of radar is being developed to show the altitude of planes in flight—as well as their direction and speed, which current radar supplies. This will enable ground controllers to determine when 2 planes are approaching each other in the same path—and to give them a collision warning. The new radar may be available within 3 years.

Taking the job of controlling flights out of human hands may be possible before long. FAA is at work on electronic brains that will make flight plans, avoid duplications in flight routes, and suggest alternate routes where necessary. These machines will do about four-fifths of the traffic control work, and leave operators at control stations more time to handle emergencies.

Another machine is being developed to give automatic reports of position and other information to guide planes in flight. The machine will be able to serve 500 planes every 2 minutes. Furthermore, this service will be from the machine to another one in the plane—not to pilots.

General Quesada thinks we must spend \$150,000,000 a year for 10 years (compared with \$118,000,000 Congress allotted in 1960) to fully modernize our airways system.

—By TOM HAWKINS



DEPARTMENT STORE MANAGER Martha Yeatman (right) with a saleslady

Interviews on Careers

Department Store Executive

MISS Martha Collins Yeatman heads the "Teen Shop" at the Hecht Company Department Store in the nation's capital. She also acts as assistant buyer for the apparel that her section of the store handles.

"I generally get to the store a little after 9 in the morning," Miss Yeatman points out. "First, I open up my 'Teen Shop,' and see to it that cash registers are in working order and that salespersons are on the floor. I may also supervise the display of 'special' items that the shop features for the day.

"Though I have a desk on the floor, I seldom get a chance to sit down to do paper work. Most of the time I spend in training new salespersons, answering questions of clerks and customers, and doing a hundred and one other things that go into running a shop. At times, I also answer complaints from people who have made purchases from my floor. Then, when business is brisk, or when we are shorthanded, I pitch in and wait on customers.

"At night, I close up my department after having made a check of the day's receipts. Frequently I meet with my sales staff to talk over ways of improving service to customers. At times I also attend conferences with sales managers and other store executives to discuss merchandising plans.

"In addition to these regular duties of a department manager, I sometimes help the buyer choose dresses, skirts, and other articles that we think will sell well in the Washington area. I then keep a constant eye on the cash register to learn how well sales of these items are going."

Qualifications. "First," Miss Yeatman says, "you must love to sell if you hope to be a successful department manager. You will also need an even temperament and you should really enjoy meeting people."

Such personal characteristics as initiative, maturity, the ability to express oneself clearly, and a pleasing personality are those most emphasized by retailers who employ department managers.

Preparation. You can learn the work through experience, or you can get specialized training in schools or colleges offering courses in merchandising. In any case, you will have to start at the bottom of the ladder as a

salesperson or in some other line of retail work. As a rule, persons with advanced schooling are much more apt to make the grade as department manager than those with less formal education.

While in high school, take an academic course with emphasis on English. It is important that you learn to speak and write effectively. Any experience that you can get from a part-time sales job will also be helpful.

Job outlook. The prospects for employment in this field are bright, as department store sales mount steadily from year to year. Men and women alike can find opportunities in department store work.

Earnings. Starting jobs that may lead to a position as department manager pay around \$60 a week. But earnings of experienced persons are quite good, ranging from \$6,000 to \$10,000 or more a year.

Facts to weigh. Unless you have good judgment, can work well under tension, and like to deal with people, you shouldn't try to become a department manager. If you have the required qualities, you are likely to find the work stimulating and financially rewarding.

"What I like best about my work," Miss Yeatman reports, "is that it gives me an opportunity to meet a great variety of interesting people. The work is almost never dull, and is performed under pleasant surroundings.

"During rush seasons, though, the hours can be long and tiring. In addition, there are times when you must deal with customers who are extremely hard to please."

More information. Talk to department managers and other employees of nearby specialty and department stores. You can get information on retailing courses in your area from the State Supervisor of Distributive Education, Department of Education, with offices in your state capital.

—By ANTON BERLE

A modern new airport on the outskirts of Rome, Italy, is now open to air traffic. The Leonardo da Vinci Airport is named after the famed Italian painter and inventor who studied the problems of human flight over 400 years ago.

KNOW THAT WORD!

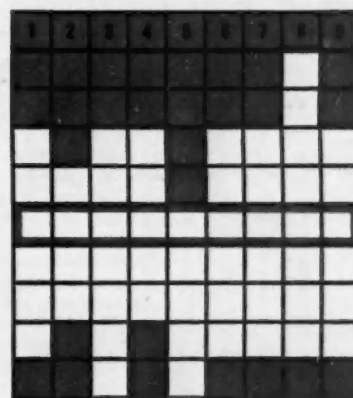
In each of the sentences below, match the italicized word with the following word or phrase which has the same general meaning. Correct answers are on page 7, column 4.

1. Assembled at the President's *behest* (bē-hēst'), the group listened intently. (a) bedside (b) office (c) command (d) convenience.
2. The party *purged* (perjd) several of its members. (a) eliminated (b) praised (c) spoke against (d) promoted.
3. Accused of using *dilatory* (dī-lā-tō'ri) tactics, the delegation resigned. (a) underhanded (b) delaying (c) illegal (d) disruptive.
4. Never was the matter *adjudicated* (ā-jōō'dī-kāt-ēd). (a) forgotten (b) settled by a court (c) made public (d) discussed.
5. The dictator believed that he was *omnipotent* (ōm-nīp'ō-tēnt). (a) powerless (b) beaten (c) victorious (d) all-powerful.
6. Courtroom spectators were soon aware that the judge was a *sagacious* (sā-gā'shūs) person. (a) disinterested (b) shrewd and astute (c) well-informed (d) objective and impartial.
7. The wording of the *statute* (stāt'ūt) was quite vague. (a) proposed amendment (b) Presidential announcement (c) law (d) bill.

PUZZLE ON CURRENT AFFAIRS

Fill in numbered rows according to descriptions given below. When all are correctly finished, heavy rectangle will spell the name of a man who has long been prominent in the news.

1. Official language of Israel.
2. Small sea on Israeli border.
3. Last name of present U. S. Attorney General.
4. Desert region in Israel.
5. One of the measures introduced in Congress would establish a Department of _____ Affairs.
6. A river important to Israel.
7. Last name of Georgia Tech basketball captain.
8. Last name of our nation's first Attorney General.
9. Capital of Colorado.



Last Week

HORIZONTAL: Caribbean. VERTICAL: 1. Curaçao; 2. Delgado; 3. Azores; 4. Hamilton; 5. Lisbon; 6. Cabal; 7. Phoenix; 8. Salazar; 9. Angola.

[NOTE: Because of a press error, colored squares and border around horizontal word in last week's puzzle were one space too high.]

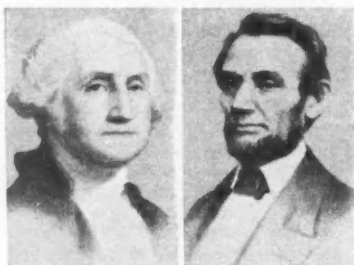
The Story of the Week

Two Noted Americans Born in February

This month we celebrate the birthdays of two of our outstanding national heroes—George Washington and Abraham Lincoln. Each of them served the country in a period of crisis and each proved himself equal to his great responsibilities.

Washington was born February 22, 1732, in the state of Virginia. Lincoln's birth took place February 12, 1809—in Kentucky. Washington died at the age of 67; Lincoln was assassinated at 56.

These two men had entirely different backgrounds. Washington came from the aristocracy, and Lincoln from the ranks of the plain people. But both had important characteristics in common. They were equally devoted



WASHINGTON

LINCOLN

to the ideal of public service. They were willing to make every possible sacrifice for what they conceived to be right and just.

Washington dedicated his adult life to establishing our nation on sound foundations. Lincoln dedicated his to holding the nation together in its most critical hour.

Aviation Chief Works For Safer Flights

Najeeb Halaby, new head of the Federal Aviation Agency (FAA), is busy working on a number of plans to make flying even safer than it is at present (see page 2 story). His agency is responsible for modernizing the country's airways systems, directing air traffic, controlling civil craft, and enforcing air safety rules.

Though trained as a lawyer, 45-year-old Mr. Halaby is an experienced airman who has long been interested in

air safety. A private flyer since 1933, he worked as a test pilot for Lockheed Aircraft Corporation and as a Naval airman during World War II.

After the war, Mr. Halaby continued his interest in air activities. He served for a time as vice chairman of the White House study group on air safety, and helped pave the way for the establishment of the Federal Aviation Agency. Mr. Halaby, who has his own law firm in California and was an electronics company executive, has also held other government posts including that of Deputy Assistant Secretary of Defense from 1948 to 1954.

Uncle Sam Steps Up Polaris Sub Plans

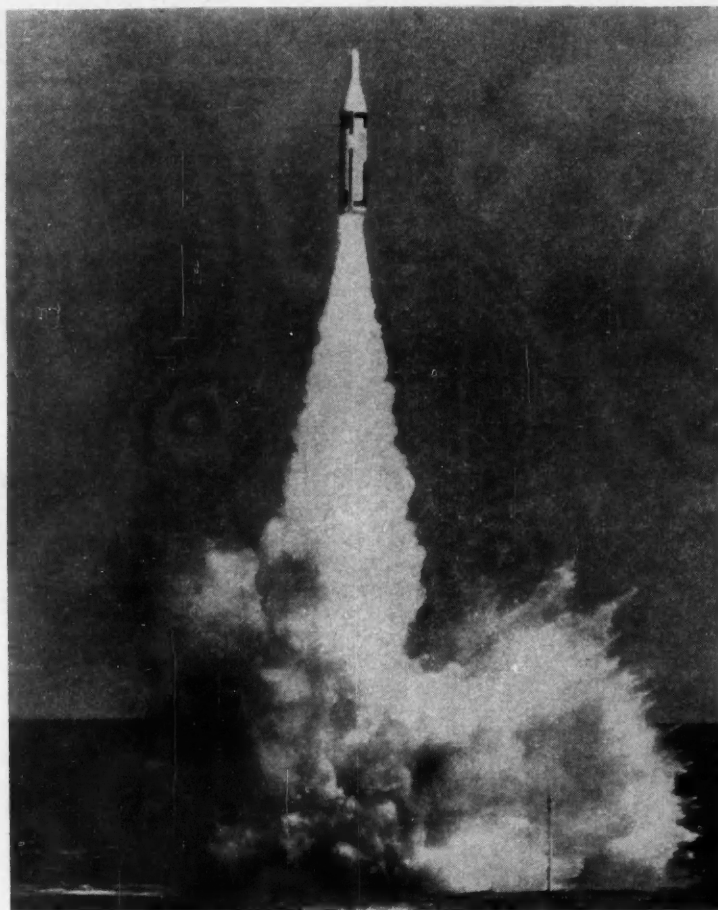
Workers at the Electric Boat Company in New London, Connecticut, and at other shipyards in the nation are working around the clock. They are stepping up construction of nuclear-powered submarines capable of firing the deadly Polaris missiles. President Kennedy has ordered a speed-up of the missile-firing subs as a move toward strengthening our defense forces.

Three of the deadly undersea Polaris carriers are now in service. Three more will join the fleet before the end of this year, and another 3 will be completed in 1962. The remaining 10 of the 19 nuclear subs now planned for Uncle Sam's fleet are to be completed before the end of 1963 under the speeded construction program—nearly a year ahead of the old schedule for putting the vessels on active duty.

Moscow Reaches Out For the Planets

Far out in space the 1,415-pound Soviet vehicle launched about a week ago is racing for the planet Venus. The object, containing a number of instruments and a Soviet flag, will arrive on the planet by mid-May if all goes well.

Whether or not the Russian space probe succeeds in reaching Venus, the shot toward the planet is a spectacular achievement. It marks a new space "first" for the Russians because the Reds launched the interplanetary rocket from aboard a large satellite that was in orbit around the earth. By taking off in outer space, it did not have to use large quantities of fuel to free itself from the tremendous pull of



POLARIS ROCKET, capable of traveling 1,200 miles or more, is launched from beneath the ocean's surface by the atom-powered submarine *George Washington*

the earth's gravity. Our scientists say that we won't be able to duplicate such a feat for another 2 or 3 years.

Talks Continue on The Congo's Future

The future of the Republic of the Congo depends on the outcome of discussions now taking place in the African land and elsewhere. In the Congo, President Joseph Kasavubu, Premier Joseph Ileo, and other leaders are discussing plans for a new constitution that would be satisfactory to most of the opposing groups in the country.

Other talks on the Congo's future are taking place in the UN and between high-level U.S. and Russian officials.

Meanwhile, there was growing danger of a new outbreak of fighting in that land last week, as troops from opposing groups mobilized for action. One reason for the mounting trouble was the death of Patrice Lumumba, the former pro-Red Premier of the Congo who had been imprisoned by the government of President Joseph Kasavubu.

As this is being written, it isn't known how Mr. Lumumba's death will affect the future of the Congo. His supporters accuse the government of President Kasavubu, which had imprisoned their leader, of causing his death—a charge denied by Mr. Kasavubu. The incident is almost certain to lead to fighting between the opposing groups unless the UN can muster enough strength in the Congo to stop them.

THESE ATHLETES EXCEL WHEN THE PRESSURE IS ON

LAURENCE OWEN, U. S. women's figure-skating champion, is hoping to win global honors before she relinquishes her crown as America's "ice queen."



The 16-year-old high school senior from Winchester, Massachusetts, recently won the national title in this graceful sport at Colorado Springs, Colorado. To reach her present pinnacle, Laurence has had to master more than 40 different figures, all of which she must trace on the ice with utmost precision. She is especially good at "free skating"—that is, performing an original program of

jumps, twists, and spins in time to music. At Colorado Springs, her brilliant free-skating exhibition on the last day brought her from a trailing position into first place. The Massachusetts girl's mother, the former Maribel Vinson, won the national championship on 9 occasions, beginning in 1928. At the recent national tournament, Laurence's sister, Maribel, teamed with Dudley Richards of Boston to win the senior pairs championship.

ROGER KAISER, Georgia Tech basketball captain, is just about the best clutch player of the present basketball season. From his guard position, the 21-year-old senior averages 24 points a game. Although most of his shots are from 20 to 30 feet out, he sinks nearly half of them. Against

the University of Georgia with 2 seconds left, he sank a 45-foot basket to tie the score and then made 8 points in the overtime period to assure a Georgia Tech triumph.



Roger was an All-State player in both basketball and baseball. An inspiring leader, he is serving as Georgia Tech's captain for the second season. The Indiana youth is a B student in industrial management.

First Seven Weeks of The 87th Congress

The 1961 session of the 87th Congress has been meeting for some 7 weeks now. Since its opening day—January 3—around 5,000 or more measures have been introduced in both houses of Congress. These include bills—many advocated by the Kennedy Administration—which provide for:

1. Federal grants and loans of some \$389,500,000 to communities hard hit by unemployment.
2. A boost in the amount and number of payments to jobless persons, plus special aid to children of unemployed workers.
3. Health benefits to older citizens paid for by an increase in social security taxes.

4. An increase in federal aid to schools to help build more classrooms and boost teachers' salaries.

5. Curbs on the amount of money American individuals and companies can spend abroad. Such curbs are intended to help conserve our gold supply (see last week's issue of this paper).

6. Organization of a Department of Urban Affairs to deal with problems involving city and suburban living.

7. Establishment of a National Peace Agency to work for disarmament and global peace.

Some of these measures are now being studied in Senate or House committees. Others are being discussed on the floor of Congress.

In addition, the Senate has approved the nominations of a long list of names that President Kennedy has appointed to Cabinet and other high government posts. The House has made an important change in its Rules Committee, which was discussed in the February 13 issue of this paper.

U. S. Gets "Tough" with Antitrust Violators

The U. S. Justice Department and federal courts are cracking down hard on business firms that violate the nation's anti-trust laws. These regulations make it unlawful for companies to fix prices or to take other similar action that will curb competition in their field of business.

To emphasize its tougher attitude along this line, the Justice Department recently called for jail terms in addition to fines for company officials whose firms break anti-trust laws. In the past, such violators were generally fined but not imprisoned.

Firms dealt with under the new "get tough" policy include General Electric, Westinghouse, and a number of others that produce electrical equipment. A federal court agreed with Justice Department charges that these companies were guilty of "price-fixing" and of "rigging" bids on contracts for

the construction of electrical projects. Several executives of these firms have been jailed for short terms as well as fined by the court.

In handing down the sentences, the court reminded all American businessmen that our free enterprise system is on display for the entire world to see and judge. Therefore, the court pointed out, we must do all we can to see that our system is really free so others can make a true comparison between our way of life and that existing under the planned economy of communism.

Officials of GE, Westinghouse, and other firms involved in the anti-trust cases have this to say: "The actions of individuals sentenced by the court were deliberate violations of company policy. Such actions will not occur again."

Americans Observe Brotherhood Week

Each year at this time, Americans everywhere observe National Brotherhood Week. In schools, churches, and civic organizations, the problems of national unity and brotherhood will be discussed this week.

It is vital that here in the United States we should give thoughtful attention to this subject. America is made up of many races, nationalities, and religions. In times like these when communism is posing a serious challenge to the free way of life in many parts of the globe, it is imperative that all our people cooperate harmoniously in an atmosphere of justice, fair play, and good will. Only by doing so can we face the future with confidence.

People, Places, Events Both Here and Abroad

Argentina's President Arturo Frondizi faces mounting opposition to his pro-American policies. That was shown in a recent election race for 2 seats in the country's legislature. The voters gave overwhelming support to



YOUNG RADIO REPORTER in the Congo records a description of a military ceremony in which Joseph Mobutu was promoted to the rank of major general

candidates who oppose President Frondizi and who are friendly with Cuba's Premier Castro.

The big questions now are: Does the recent Argentine balloting mean the country is drifting into the Castro camp? Or are the victories of the anti-Frondizi candidates isolated cases that will have no bearing on the outcome of nation-wide congressional elections to be held next year?

Unrest has been mounting in Portugal's African colony of Angola ever since the short-lived seizure of the Santa Maria by supporters of General Humberto Delgado (see last week's issue of this paper). Though Portuguese Premier Antonio Salazar has clamped a tight censorship on news coming from Angola, reports trickling out of the colony tell of widespread demonstrations and some fighting between followers of General Delgado and the Salazar government police.

Senate Majority Leader Mike Mansfield of Montana and a number of other members of Congress feel there should be more interparliamentary conferences similar to the one recently held in Mexico. At the Mexican meeting, Senator Mansfield and some other congressional leaders talked over hemisphere problems with legislators of the host country.

Main Articles in Next Week's Issue

Unless unforeseen developments arise, the main articles next week will deal with (1) U. S. business conditions, including depressed areas; (2) developments in the Congo.

Readers Say—

On your 2 recent stories about food for Red China and driving rules, I offer these opinions:

Why should we send food to the Chinese Reds? Let communist China's allies supply her while we take care of other famine-stricken peoples—namely, our friends abroad.

Stricter tests for obtaining driving licenses should be enforced. Young drivers must be prepared for all situations on the road. Better drivers—fewer accidents.

RHONDA COBURN,
Malden, Massachusetts

About food for Red China: I firmly believe that it is our duty to help others in time of disaster. I cannot and will not accept the idea that we should overlook those who are hungry just because they are living in a communist land. Not recognizing the Red Chinese government is one thing; not recognizing her people as humans is another.

KATHERINE KLEBACHER,
Elizabeth, New Jersey

I think the United States should send surplus food to Red China. To achieve world peace, we must give more aid than just weapons and money to allies. We should also show compassion for humanity in general, even though people may be under a Red regime.

Westminster, Maryland
CINDY HAINE,

Tighter driving rules for students, yes. But stricter regulations should not be limited to teen-agers. Everyone who wants to get behind the wheel of a car should be required to pass a very difficult driver's examination. I oppose raising the age requirement; teen-agers on the whole are quite as competent as adult drivers.

EMERSON WOOTTON,
Wichita, Kansas

THE LIGHTER SIDE

Morris L. Shiller in the *Saturday Evening Post*: "Advice to worms: Sleep late."

Father: What happened to that waterproof, shockproof, unbreakable, antimagnetic watch we gave you for Christmas?
Son: I lost it.



"What did the teacher mean when she said that the main difference between a good class and our class is me?"

The old engineer pulled his favorite (and very old) steam engine up to the water tank and briefed the new fireman. The fireman got up on the tender and brought the spout down all right, but somehow his foot caught in the chain and he stepped into the tank.

As he floundered in the water, the engineer said in a disgusted tone: "Just fill the tank with water—no need to stamp the stuff down."

A wealthy Texas oil man asked his lawyer who had just won an important case for him what he would like as a special present. The reply was a set of matched golf clubs.

"How many would there be in a matched set?" asked the oil man.

"About 12," said the attorney.

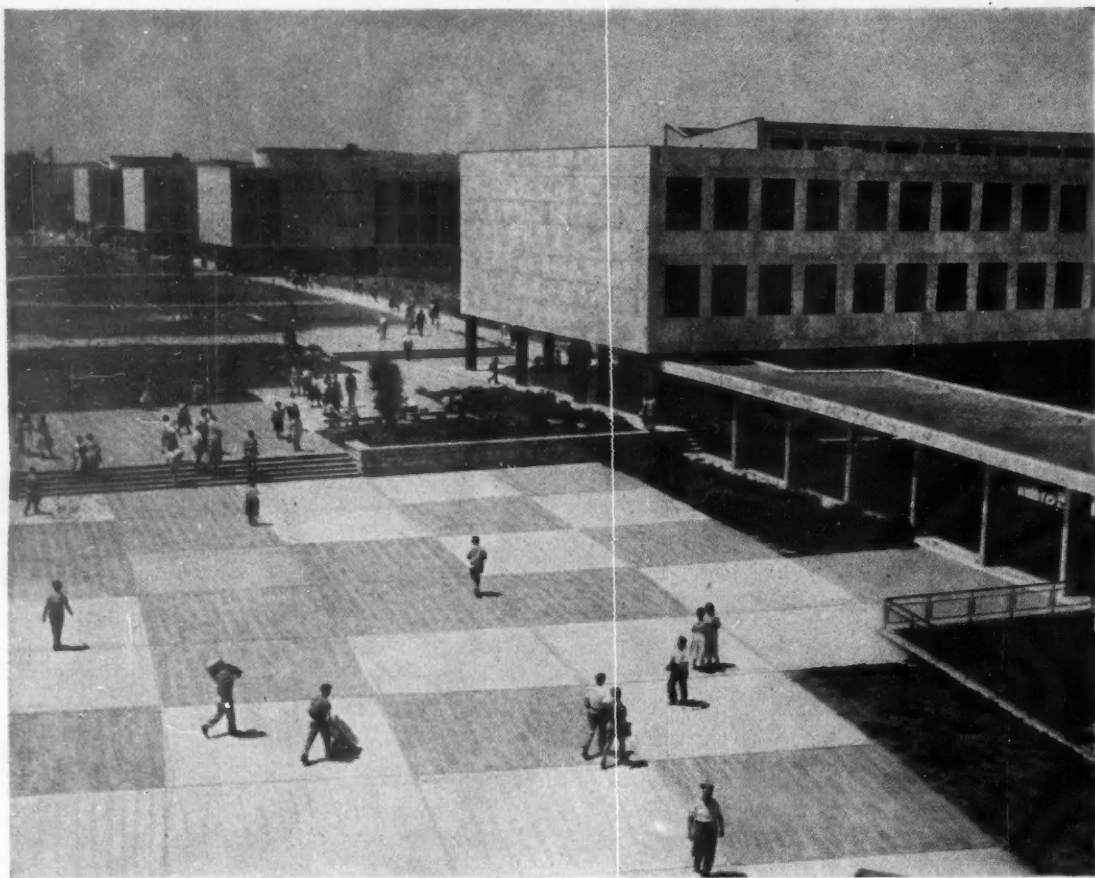
Several months elapsed and the lawyer heard nothing about the golf clubs. Then one day the oil man told him:

"Don't worry—I haven't forgotten about your present. You'll be getting it soon, but I've had a little trouble matching up those golf clubs. I've found 3 of them without swimming pools."

Florist: So you want to say it with flowers. How about a dozen roses for your girl friend?

Boy: Make it a half dozen; I'm a man of few words.

It's easy to meet expenses these days. You run into them everywhere you go.



MODERN CAMPUS in an ancient city. Hebrew University in Jerusalem, the capital of Israel.

Israel's Troubles

(Concluded from page 1)

and magnesium (used in alloys) from the Dead Sea area, and petroleum (in small amounts), china clay, and copper from the Negev, the desert wasteland in the south.

Paying its way. One of the nation's toughest problems is to acquire the foreign money it needs to buy food and industrial raw materials abroad. Israel gets part of the necessary funds through sale of her own products to other lands. The goods she sold abroad totaled \$350,000,000—but purchases from foreign countries amounted to \$653,000,000.

To make up the deficit, which occurs annually, Israel has in recent years relied on: (1) aid from the United States; (2) payments (known as reparations) from West Germany for losses which the Jews suffered in Germany under Hitler's rule before and during World War II; (3) contributions from Jews and others in the United States and in various other countries.

U. S. government aid has been declining, and German reparations are scheduled to end by 1963. Thus, the Israeli government is planning a belt-tightening program. It will call for higher taxes and may also curb foreign purchases. Other measures will be sought to bring in foreign money—for example, attracting tourists, who visit Israel every year and spend sizable sums of money there.

Whether Israel can ever completely pay her own way without outside help remains to be seen. Considering the country's limited resources, some feel that it will never achieve complete economic independence. Others, pointing out the tremendous gains that Israel has made since 1948, predict that the little nation will eventually become completely self-supporting.

Relations with Arabs. Underlying all of Israel's troubles is the problem of getting along with neighboring Arab lands. None of the Arab countries recognizes the nation of Israel.

In 1948, troops from Egypt, Syria, Jordan, and Lebanon all came to the aid of Palestine's Arabs. Though the fighting was ended by the United Nations, a peace treaty has never been signed. War broke out again in 1956 between Israel and the United Arab Republic (composed of Egypt and Syria). UN intervention ended this conflict, too, but the Arab countries and Israel are as hostile as ever.

Harmful results. The inability of Israel and her Arab neighbors to establish normal relations has had many ill effects. For example:

- Trade between Israel and adjoining countries is at a standstill. The Arab countries are a logical market for Israel's manufactured products and a good source of certain raw materials—for example, petroleum. How-

ever, the Arab lands refuse to trade with Israel, and the latter has to look to such far-off regions as South America for its petroleum purchases.

- Transportation has been blocked. Egypt will not let ships bound for Israel, or carrying Israeli products, use the Suez Canal. (Israel has met this situation to some extent by developing the port of Eilat on the Red Sea and by transporting goods from that city to Mediterranean ports by truck, or, in the case of oil, by a new pipeline.) Land routes connecting Israel with neighboring Arab lands cannot be used either (except for a few special cases, pertaining to UN personnel, etc.).

- Farm development has been held back. Israel's plans to irrigate the Negev depend on the laying of pipelines to obtain water from the Jordan

River, which flows through Syria, Lebanon, and Jordan as well as Israel. Arab officials recently recommended that their governments use armed force to keep Israel from tapping the Jordan.

- The cold war has been stepped up in the Middle East. Russia has taken advantage of the hostility between the Arab countries and Israel to extend its influence into the area. It has helped arm the Arab nations, and that has forced Israel to strengthen her own forces. At a time when Israel needs funds for development, she has to allot 20% of her budget to defense.

Of course, the Arab countries are also hurt by not cooperating with Israel, because her people are better educated and more skilled in industry and agriculture than are their neighbors. The Israelis could help the Arabs in many ways. But the present conflict is harder on a small single nation than on a group of countries.

Solving the problem. Perhaps the major factor in keeping tension high is the existence of about 1,000,000 Arab refugees just outside Israel's borders. Most of them fled Palestine at the time of the 1948 fighting, and eke out a wretched existence in refugee camps operated by the United Nations.

Arab leaders say they will have no dealings with Israel until these refugees are allowed to go back to their old homes and are compensated for their losses.

Israeli officials say that the fleeing Arabs would not have been harmed if they had stayed in Israel, but contend that it would now create serious problems to take them back. They add that they are willing to sit down at any time with Arab leaders and work out a fair plan of compensation.

No headway has been made on the refugee problem or other Arab-Israeli differences in the past 13 years, and there seems little likelihood of progress in the immediate future. Certain observers think that the passage of years may eliminate some of the prejudices that have become so deep-set since 1948, and that a new generation of leaders in the Middle East may then be able to succeed where present leaders have failed.

Until that day comes, it will be imperative for Israel to patch up her internal quarrels in order to survive.

—By HOWARD SWEET



DRAWN FOR AMERICAN OBSERVER BY JOAN ALDEN

ISRAEL—a small but vigorous nation—is surrounded on all sides except the coast by unfriendly neighbors



DRAWN FOR AMERICAN OBSERVER BY JOHNSON



Julia Hansen



Maurine Neuberger



Elizabeth Smith



Peggy Whedon

FOUR WOMEN who will appear on ABC's "Issues and Answers" radio and TV program, Sunday, February 26

See, Read and Hear

PEGGY WHEDON of ABC's news staff is among the few leading ladies of the broadcasting industry. She is producer of her network's "Issues and Answers" public affairs interview program (Sundays, 1:30 p.m. EST on TV; 8 p.m. on radio). Rarely on the air herself, this attractive young woman is making an exception for her February 26 show. She will act as moderator for discussions with 3 top women of the Kennedy Administration: Elizabeth Rudel Smith, Treasurer of the United States; Senator H. Maurine Neuberger, Democrat of Oregon; and Representative Julia Butler Hansen, Democrat of Washington. So far as we can find out, this will be the first all-women public affairs TV program.

Mrs. Whedon has worked abroad for ABC, as well as in this country. Last year, she reported from London on the wedding of British Princess Margaret to Antony Armstrong-Jones and from Paris on the Summit Conference that failed. She also did a series of reports on Germany. To get information for the latter newscasts, she used both a U. S. Army tank and helicopter to tour West Germany's frontier with Red East Germany.

MRS. SMITH of California, known to her friends as "Lib" or "Libby," has had a hand in politics for the Democrats during the past 12 years. She has earned a reputation in that time for excellent judgment—and was among the few California Democrats who predicted that the Presidential election would be close. While some were predicting a million-vote margin for Mr. Kennedy, she frequently declared that she would "be glad to settle for 1 vote." As it turned out, Mr. Nixon carried California by a small margin.

MRS. NEUBERGER of Oregon is well known in the nation's capital where she worked with her husband, the late Senator Richard Neuberger. She helped in his Senate office and frequently filled speaking engagements for him. The 2 also cooperated in writing magazine articles. Before coming to Washington in 1955, she served in the Oregon legislature.

MRS. HANSEN of Washington state was a member of her state's legislature and last year became the first woman to serve as Speaker Pro-tem of its House of Representatives. She thus has had experience to fit her for her post in the U. S. House. She is also known as a writer of books for young people.

—By TOM HAWKINS

Today & Yesterday Justice Dept.

EVER since George Washington's time, the President's Cabinet has included an Attorney General. But that official did not head a full-fledged executive department until 1870, when the Department of Justice was formally established.

Edmund Randolph of Virginia, the first Attorney General, received an annual salary of \$1,500—compared to the present \$25,000. Moreover, he was expected to provide his own office, secretarial help, and supplies. After the post of Attorney General had been in existence for nearly 30 years, Congress agreed to furnish \$1,000 annually for a clerk's salary, plus \$500 for office rental, etc.

Gradually, the Attorney General's staff grew into a large organization, and Congress recognized it as a regular department shortly after the Civil War. By now, this agency's yearly outlay has risen to about \$285,000,000. Its headquarters building occupies a whole city block in Washington, D. C., and it has branch—or "field"—offices throughout the country. There are more than 30,000 Justice Department workers.

The Attorney General's job, stated in the simplest terms, is to be Uncle Sam's chief lawyer. He gives legal advice to the President and other top officials. Attorneys from his department represent the federal government whenever it is involved in a court case. Arguments in unusually important disputes that come before the Supreme Court are sometimes presented by the Attorney General himself.

His chief assistant in dealing with Supreme Court cases is the Solicitor General.

Numerous Branches

The Justice Department includes a number of branches which handle specific types of problems. For example, it has a Tax Division, an Antitrust Division, a Civil Rights Division, and an Internal Security Division (enforcing laws that relate to subversive activities).

Also within this department are: the Immigration and Naturalization Service, which carries out immigration laws; the Federal Bureau of Investigation (FBI), our national government's principal crime-detection agency, working in close cooperation with state and local police; and the Bureau of Prisons, which operates about 30 federal penal institutions.

—By TOM MYER



EDMUND RANDOLPH was the first Attorney General of the United States



ROBERT KENNEDY, who is now head of the Justice Department

Attorney General

Bob Kennedy

ATTORNEY General Robert Kennedy was born in Brookline, Massachusetts, 35 years ago. He attended Milton Academy—a prep school in his home state. From there, he entered Harvard University.

While in his second year at Harvard, Robert Kennedy received word that one of his brothers, Joseph, had been shot down and killed during a flight over Germany. Robert immediately left college to join the Navy, where he served until the end of the war on the destroyer *Joseph Kennedy*.

After the war, Robert Kennedy returned to Harvard. Although slight of build, he made the varsity football team as an end.

Following his graduation in 1948, Mr. Kennedy worked for several months as a correspondent for the *Boston Post* (no longer published). He covered the Berlin airlift and also reported at firsthand on the fighting which took place in the Middle East after Israel became independent.

Robert Kennedy then entered the University of Virginia law school, from which he received his degree in 1951. From there, he went to the nation's capital as an attorney with the Criminal Division of the United States Department of Justice. He resigned from this post in 1952 in order to manage the campaign of his brother, John, who ran successfully for a U. S. Senate seat from Massachusetts. Last fall, Robert managed another of his brother's campaigns, this time for the U. S. Presidency.

In 1953, Robert Kennedy became an assistant counsel for the Senate subcommittee on investigations. Later, he rose to the position of chief counsel for the subcommittee.

In 1957, he was named chief counsel for the Senate Select Committee on Improper Activities in Labor-Management Relations. It was this committee which opened an investigation of the International Brotherhood of Teamsters. As a result of evidence uncovered during the inquiry, David Beck, president of the Union, was sentenced to jail by a court for mishandling union funds.

Similar charges were leveled at his successor, James Hoffa, by Robert Kennedy and the Senate Committee. Although still under heavy pressure, Mr. Hoffa has thus far managed to remain on as Teamster head. It is expected that Robert Kennedy, as Attorney General, will make renewed efforts to bring about his downfall.

—By TIM COSS

News Quiz

Air Safety

1. What are the biggest problems facing those who are working for increased air safety?
2. What may be the result of current Senate study of aviation safety?
3. How do airline pilots differ with the Federal Aviation Agency over the compulsory retirement age of 60?
4. State the positions of airline operators and FAA with respect to mechanical inspections of planes on the ground.
5. In what way do private pilots and the FAA differ on training requirements?
6. Which method of travel is safer: the scheduled commercial airline or the planes which are used for travel, pleasure, industry, and farming, on a non-scheduled basis?
7. What safety measures are planned for the future?

Discussion

1. Is the FAA justified in maintaining strict control of airways travel? Give reasons for your answer.
2. Do you favor added government regulation of pilots and airlines? Why, or why not?

Crisis in Israel

1. Why did David Ben-Gurion recently resign as Prime Minister?
2. In what respects do the adjectives "old" and "new" both apply to Israel?
3. What are the major factors that unify all of Israel's diverse peoples except the Arabs?
4. Why does foreign trade always pose a troublesome problem for Israel?
5. What ill effects stem from Arab-Israeli hostility?
6. How did the Arab refugee problem originate?
7. What opposing views are put forth on the refugees?

Discussion

1. What steps do you believe should be taken to end the long and bitter dispute between Israel and her Arab neighbors? Explain.
2. Do you believe that Israel will eventually become a prosperous and self-sufficient nation? Why or why not?

Miscellaneous

1. What government post does Najeeb Halaby hold, and what is his primary duty?
2. In what way has the U. S. government cracked down harder than before on anti-trust violators?
3. Name some important bills now before Congress.
4. What change has been made in our Polaris submarine program?
5. State leading duties of the U. S. Justice Department.

References

- "Electronics, the Human Element, and Air Safety," *The Reporter* magazine, February 2.
- "Heroic Israel Today: The Legend and the Facts," by Sidney Hyman, *Harper's Magazine*, September.
- "Israel Today," *Look*, October 11.

Answers to Know That Word

1. (c) command; 2. (a) eliminated; 3. (b) delaying; 4. (b) settled by a court; 5. (d) all-powerful; 6. (b) shrewd and astute; 7. (c) law.

Pronunciations

- Arturo Frondizi—är-tōō'rō frōn-dē'zī
- Ben-Gurion—bēn gōōr'i-on
- Guantanamo—gwān-tā'nā-mō
- Ileo—ī-lā'ō
- Kasavubu—kā'sā-vōō'bōō
- Negev—nēg'ēv
- Patrice Lumumba—pā-trēs' lōō-mōōm'bā

WHO'S WHO IN U. S. GOVERNMENT

EXECUTIVE BRANCH

WHITE HOUSE OFFICE

President—John F. Kennedy
Administrative Assistant—Timothy Reardon, Jr.
Press Secretary—Pierre Salinger
Associate Press Secretary—Andrew Hatcher
Special Counsel—Theodore Sorensen
Deputy Counsel—Myer Feldman
Special Assistant (Appointments)—Kenneth O'Donnell
Special Assistant (Personnel and Congressional Relations)—Lawrence O'Brien
Special Assistant (Research and Special Projects)—Arthur Schlesinger, Jr.
Special Assistant—Frank Reeves
Personal Secretary to President—Evelyn Lincoln

SPECIAL PRESIDENTIAL AGENCIES AND ADVISERS

Bureau of the Budget—David Bell, Director
Council of Economic Advisers—Walter Heller, Chairman
National Aeronautics and Space Council—Vice President Lyndon Johnson, Chairman
National Security Council—McGeorge Bundy, Chairman
Central Intelligence Agency—Allen Dulles, Director
Office of Civil and Defense Mobilization—Frank Ellis, Director
Food-for-Peace Program—George McGovern, Director
Regulatory Agencies, Special Assistant for—James Landis
Science and Technology, Special Assistant for—Jerome Wiesner

CABINET DEPARTMENTS

State

Secretary of State—Dean Rusk
Under Secretary—Chester Bowles
Under Secretary for Economic Affairs—George Ball
Administration, Deputy Under Secretary for—Roger Jones
African Affairs, Assistant Secretary for—G. Mennen Williams
Public Affairs, Assistant Secretary for—Roger Tubby
Ambassador to the UN—Adlai Stevenson
Ambassador at Large—Averell Harriman
Chief of Protocol—Angier Duke
Disarmament and Atomic Energy, Special Assistant for—John McCloy
International Cooperation Administration, Director of—Henry La Bousie
Latin American Policy, Chairman of "Task Force" on—Adolfe Berle, Jr.
Ambassadors to some major countries (many have not been appointed as we go to press):
Argentina—Roy Rubottom
Canada—Livingston Merchant
Great Britain—David Bruce
India—Kenneth Galbraith
Soviet Union—Llewellyn Thompson
West Germany—Walter Dowling
Yugoslavia—George Kennan

Treasury

Secretary of the Treasury—Douglas Dillon
Under Secretary—Henry Fowler
Assistant Secretary—Stanley Surrey
Commissioner of Internal Revenue—Mortimer Caplin
Treasurer of the United States—Elizabeth Smith

Defense

Secretary of Defense—Robert McNamara
Deputy Secretary—Roswell Gilpatric
Assistant Secretary—Charles Hitch
International Security Affairs, Assistant Secretary for—Paul Nitze
Chmn., Joint Chiefs of Staff—Lyman Lemnitzer
Secretary of the Army—Elvis Stahr, Jr.
Secretary of the Navy—John Connally, Jr.
Secretary of the Air Force—Eugene Zuckert

Justice

Attorney General—Robert Kennedy
Deputy Attorney General—Byron White
Solicitor General—Archibald Cox
Federal Bureau of Investigation, Director of—J. Edgar Hoover

Post Office

Postmaster General—Edward Day
Deputy Postmaster General—H. W. Brawley

Interior

Secretary of the Interior—Stewart Udall
Under Secretary—James Carr

Agriculture

Secretary of Agriculture—Orville Freeman
Under Secretary—Charles Murphy

Commerce

Secretary of Commerce—Luther Hodges
Federal Highway Administrator—Rex Whitton

Labor

Secretary of Labor—Arthur Goldberg
Under Secretary—Willard Wirtz

Health, Education, & Welfare

Secretary of HEW—Abraham Ribicoff
Under Secretary—Ivan Nestingen
Commissioner of Education—Sterling McMurrin
Special Assistant for Health—Boisfeuillet Jones

INDEPENDENT AGENCIES

Atomic Energy Commission—Glenn Seaborg
Civil Aeronautics Board—Alan Boyd
Civil Service Commission—John Macy
Export-Import Bank—Harold Linder
Federal Aviation Agency—Najeeb Halaby
Federal Communications Commission—Newton Minow
Federal Power Commission—Joseph Swidler
Federal Reserve System—William Martin, Jr.
Federal Trade Commission—Paul Dixon
General Services Administration—John Moore
Housing and Home Finance Agency—Robert Weaver
Interstate Commerce Commission—Everett Hutchinson
National Aeronautics and Space Administration—James Webb
National Labor Relations Board—Frank McCulloch
National Science Foundation—Dr. Allan Waterman
Securities and Exchange Commission—William Cary
Selective Service System—General Lewis Hershey
Small Business Administration—John Horne
Tariff Commission—Joseph Talbot
Tennessee Valley Authority—Herbert Vogel
United States Information Agency—Edward Murrow
Veterans Administration—John Gleason, Jr.

LEGISLATIVE BRANCH

SENATE

President of the Senate—U. S. Vice President Lyndon Johnson
Majority Leader—Mike Mansfield
Minority Leader—Everett Dirksen
Majority Whip—Hubert Humphrey
Minority Whip—Thomas Kuchel

Chairmen of Standing Committees:

Aeronautics and Space—Robert Kerr
Agriculture and Forestry—Allen Ellender
Appropriations—Carl Hayden
Armed Services—Richard Russell
Banking and Currency—Willis Robertson
District of Columbia—Alan Bible
Finance—Harry Byrd
Foreign Relations—J. W. Fulbright
Government Operations—John McClellan
Interior and Insular Affairs—Clinton Anderson
Interstate and Foreign Commerce—Warren Magnuson
Judiciary—James Eastland
Labor and Public Welfare—Lister Hill
Post Office and Civil Service—Olin Johnston
Public Works—Dennis Chavez
Rules and Administration—Mike Mansfield

HOUSE OF REPRESENTATIVES

Speaker—Sam Rayburn
Majority Leader—John McCormack
Minority Leader—Charles Halleck
Majority Whip—Carl Albert
Minority Whip—Leslie Arends

Chairmen of Standing Committees:

Agriculture—Harold Cooley
Appropriations—Clarence Cannon
Armed Services—Carl Vinson
Banking and Currency—Brent Spence
District of Columbia—John McMillan
Education and Labor—Adam Powell
Foreign Affairs—Thomas Morgan
Government Operations—William Dawson
House Administration—Omar Burleson
Interior and Insular Affairs—Wayne Aspinall
Interstate and Foreign Commerce—Oren Harris
Judiciary—Emanuel Celler
Merchant Marine and Fisheries—Herbert Bonner
Post Office and Civil Service—Tom Murray
Public Works—Charles Buckley
Rules—Howard Smith
Science and Astronautics—Overton Brooks
Un-American Activities—Francis Walter
Veterans' Affairs—Olin Teague
Ways and Means—Wilbur Mills

JUDICIAL BRANCH

SUPREME COURT

Chief Justice of the United States—Earl Warren
Associate Justices:
 Hugo Black
 Felix Frankfurter
 William Douglas
 Tom Clark
 John Harlan
 William Brennan, Jr.
 Charles Whittaker
 Potter Stewart

